

# Table B5

## Long-Term Issues

26-Jun-03

Issue#	Issue	Coordination	Lead Agency
M1	DM&E expansion and increase in operations	1	All
<i>General Location:</i> No location identified			
<i>Recommendations</i> Wait until a decision has been reached by DM&E. Once preferred alignment is identified, work with the railroad to address identified issues and develop a funding agreement.			
SY2	Collector streets are needed adjacent to arterials to limit access and reduce through traffic interruptions	2	All
<i>General Location:</i> System wide			
<i>Recommendations</i> Limit local access to arterial streets through construction of frontage and backage roads (see future functional classification plan and access guidelines). Develop collectors as area grows and land use changes.			
CS3	Improved cross-section for BEC CSAH 12/Industrial Road (improved access and safety for industrial area)	3	Blue Earth County
<i>General Location:</i> BEC CSAH 12 - BEC CSAH 5 to BEC CSAH 57			
<i>Recommendations</i> Easterly end requires improvement with new connection to BEC CSAH 57.			
J1	Jurisdiction of BEC CSAH 90 (Mankato South Route)	1	Blue Earth County
<i>General Location:</i> BEC CSAH 90- from TH 22 to TH 169			
<i>Recommendations</i> Mankato South Route is recommended to stay as Blue Earth County route at this time. County should continue to limit access as traffic grows; this could be potential state route.			
S12	Rail crossing safety at BEC CSAH 86	1	Blue Earth County
<i>General Location:</i> BEC CSAH 86			
<i>Recommendations</i> Work with the railroad to determine if gates are warranted. Long-term, the access to the area should be evaluated with regard to the airport. If this roadway is selected as the main road to the airport, consider a grade separation.			
S17	Safety on BEC CSAH 5 north of Mankato (narrow section, steeper slopes)	2	Blue Earth County
<i>General Location:</i> BEC CSAH 5 - North of Mankato			
<i>Recommendations</i> Improvements to cross-section (shoulders) and visibility to right-of-way line should be considered. Consider rebuilding to current design standards.			

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SY4	Need for improved connection to the airport	3	Blue Earth County
<p><i>General Location:</i> Mankato Regional Airport</p> <p><i>Recommendations</i> Current level of access seems adequate for current operations; however, as additional services are added, conduct an area-wide study to evaluate long-term connections to the airport based on airport improvements identified in the airport master plan or airport layout plan.</p>			
J3	Jurisdiction of Riverfront Drive	3	City of Mankato
<p><i>General Location:</i> Riverfront Drive - TH 169 to TH 14</p> <p><i>Recommendations</i> The previous MATAPS plan shows this transfer candidate as a low priority. It is recommended as a transfer candidate at this time.</p>			
J4	Jurisdiction of Doc Jones Road	3	City of Mankato
<p><i>General Location:</i> Doc Jones Road - TH 66 to BEC CSAH 16 (Stoltzman Rd)</p> <p><i>Recommendations</i> As development occurs this route should eventually be taken over by the city.</p>			
J5	Jurisdiction of 200th Avenue (Schostag Road)	3	City of Mankato
<p><i>General Location:</i> 200th Avenue (Schostag Road) - from BEC CSAH 16 (Stoltzman Rd) to TH 22</p> <p><i>Recommendations</i> As development occurs, this route should eventually be taken over by the city.</p>			
O10	Extension of sewer services	1	City of Mankato
<p><i>General Location:</i> South Bend Township</p> <p><i>Recommendations</i> Mankato and South Bend Township should develop a sewer extension agreement with regard to service capacity. Service should be extended as orderly development occurs. If environmental issues are a concern, the City and Township should reevaluate.</p>			
O13	Need for intermodal switching facility (rail/truck).	1	City of Mankato
<p><i>General Location:</i> The only logical location for a piggyback transfer station is on the DM&amp;E line near the Eastwood Industrial Park.</p> <p><i>Recommendations</i> Rail companies don't provide this type of service on this rail corridor. There is little demand for it at this time. If the need arises this issue should be explored further.</p>			

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O3	Airport expansion	2	City of Mankato
<i>General Location:</i> Mankato Area Airport			
<i>Recommendations</i> Roadway facilities should be consistent with recommendations outlined in the approved airport master plan or airport layout plan.			
O8	Extension of sewer service	1	City of Mankato
<i>General Location:</i> BEC CSAH 9 and BEC CSAH 33			
<i>Recommendations</i> Extension of sewer service should be pursued to address environmental concerns; to encourage sprawl or additional growth in rural areas.			
O9	Extension of sewer services	1	City of Mankato
<i>General Location:</i> Mount Kato			
<i>Recommendations</i> Extend utilities as development occurs. If utilities are needed to mitigate an environmental concern, the City of Mankato could review its policy with regard utility extension.			
CS7	Truck traffic volumes in the City of Le Sueur on CSAH 21	1	Le Sueur County
<i>General Location:</i> City of Le Sueur			
<i>Recommendations</i> There are few inexpensive, good solutions to this issue. Long-term, a new route need to be explored; however, the options are limited due to the proximity of the			
C5	Traffic queuing on ramps at TH 169/TH 14/60	2	Mn/DOT
<i>General Location:</i> Near TH 169/TH 60 and TH 14			
<i>Recommendations</i> Implement interchange modifications to remove at-grade conflict; if funding is available, consider temporary signalization.			
CS10	TH 14 capacity/safety east of Mankato	3	Mn/DOT
<i>General Location:</i> TH 14 from TH 22 to Eagle Lake and beyond (Rochester)			
<i>Recommendations</i> Conduct a long-term access/interchange study between TH 22 and Eagle Lake. E of Eagle Lake, implement TH 14 EIS study recommendations as funding allows.			

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CS11	TH 14 capacity/safety west of North Mankato	3	Mn/DOT
<p><i>General Location:</i> TH 14 to the west</p> <p><i>Recommendations</i> Implement recommended TH 14 corridor recommendations as funding allows. C county and Mn/DOT should work to preserve right-of-way and promote land use consistent with corridor plan.</p>			
J6	Jurisdiction of Veterans Memorial Bridge (Main Street)	3	Mn/DOT
<p><i>General Location:</i> Provides access to and from Riverfront Drive from TH 169 (Belgrade Avenue is extension of bridge in North Mankato).</p> <p><i>Recommendations</i> Veterans Memorial Bridge is not recommended as turnback candidate to City of Mankato; the, city does not have resources or staff to property inspect/maintain bridge structure.</p>			
M3	Support connections to other major centers / routes (St. Cloud, I-90, I-35)	3	Mn/DOT
<p><i>General Location:</i> Regional Connections</p> <p><i>Recommendations</i> Connections to regional centers are an important feature of the state transportat plan and the IRC System. Higher-level facilities that enhance these connections should be supported.</p>			
O14	TH 169 gateway/beautification	1	Mn/DOT
<p><i>General Location:</i> TH 169 entering the cities of Mankato and North Mankato</p> <p><i>Recommendations</i> Explore the potential for aesthetic enhancements as improvements along TH 16 made near TH 14 and Lind/Webster.</p>			
SY9	Need for Nicollet County CSAH 41/ Highway 14 interchange and realignment	3	Mn/DOT
<p><i>General Location:</i> Nicollet County CSAH 41 and TH 14 intersection</p> <p><i>Recommendations</i> Develop additional interchange as growth/funding dictate. Protect access on area adjacent to interchange (local streets).</p>			
SY11	Need for improved connection between Nicollet CSAH 13 and TH 169	3	Nicollet County
<p><i>General Location:</i> Somewhere between CSAH 13 and TH 169 north of the City of North Mankato</p> <p><i>Recommendations</i> Present volumes do not indicate that this connection is needed. However, Mn/D should continue to pursue eastbound to northbound loop for TH 14/TH 169. Nic County may want to pursue a study that investigates the feasibility and location connection.</p>			

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Issue#	Issue	Coordination	Lead Agency
J7	Jurisdiction of T-212 in South Bend Twp	1	South Bend Township

*General Location:* T-212 from BEC CSAH 90 to TH 169

*Recommendations* At this time, T-212 does not support longer trip movements that are associated with county facilities. As the area develops, the jurisdiction of T-212 can be revisited.